Event

MPTS IJET
FAM 3202
OFT

Mission

FAMILIARIZATION SIMULATOR

1.5 HOURS/X

ORM

FAM 3202

- **OPERATIONAL REQUIREMENTS / LIMITATIONS**
  - **CREW REST/ CREW DAY / WORK WEEK**
  - **WARM-UP ELIGIBILITY**
  - **PREVIOUS FLIGHT COMPLETE?**
  - **IP CURRENCY**
  - **READ AND INITIAL**

- **HUMAN FACTORS**
  - **LIFE STRESSORS / EXTERNAL FACTORS/ PERSONAL PROBLEMS**
  - **MEDICAL STATUS**
    - **CREW DAY**
    - **CREW REST**
    - **NOURISHMENT**
    - **HYDRATION**

- **HAZARDS AND CONTROLS**
  - **ROUTINE**
  - **WEATHER**
    - **CURRENT OBSERVATIONS AND FORECASTS**
    - **CROSSWINDS**
    - **FUEL CONSIDERATIONS**

TTO

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- **WHO WILL CALL A TTO?**

- **WHAT SITUATIONS WILL THE TTO BE CALLED?**
  - **SAFETY**
  - **CONFUSION**
  - **MISUNDERSTANDING**

- **IP RESPONSIBILITIES**
  - **RECOGNIZE THE NEED FOR A TTO**
  - **EXPLANATION / INSTRUCTION AS NECESSARY**
  - **DOCUMENTATION ON ATF**

- **WHEN AND HOW WILL TRAINING RESUME?**

ADMIN

FAM 3202

- **QOD**
  - **NATOPS**
  - **EP**
  - **SOP**
- **PREREQUISITES**
  - **FAM3201**
- **MISC.**
  - **EVENT DURATION MUST BE AT LEAST 0.75 OF SYLLABUS TIME TO BE COMPLETE (1.1 HRS).**
  - **AN EVENT DURATION THAT DEVIATES GREATER THAN 0.3 HOURS FROM SYLLABUS TIME MUST HAVE THE REASON ANNOTATED ON THE GRADE SHEET.**

SYLLABUS NOTES

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THE STUDENT WILL PERFORM THE FOLLOWING MANEUVERS IAW FTI, NATOPS, AND SOP:

- **FAILURE TO REACH LINE SPEED**
- **ABORT**
- **CROSSWIND TAKEOFF**
- **ENGINE EMERGENCIES**
- **CNI FAILURE**
- **INADVERTENT IMC**
- **DOWNWIND ENTRY**
- **BLOWN TIRE DURING FIELD LANDING**
- **FIELD-ARRESTED LANDING WITH BLOWN TIRE**

RECOMMENDED FLIGHT CONDUCT

FAM 3202

- **DEPT: RWY 19R UNION/DANCY VECTORS HORNE/FOGGY**
- **WORKING AREA: ANY AREA**
- **ARRIVAL: RTB BRAVO RWY 32 CARRIER BREAK**
- **DEPT BRAVO FOR NMM EMPHASIS ON DEPT PROCEDURES, 1500 FT STRAIGHT, THEN TURN AND CLIMB TO 3000 FT ACTUAL ARRIVAL NMM NOT REQUIRED**
- **PERFORM AT LEAST ONE NO-HUD LANDING**

SSR/DISCUSS ITEMS

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- **SPECIAL SYLLABUS REQUIRMENTS:**
  - **NONE**
- **DISCUSS ITEMS:**
  - **QOD**
  - **LOST CANOPY**
  - **AIRCRAFT CONFIGURATIONS FOR FIELD ARRESTMENTS**

DISCUSS

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GO-AROUND

- **HISTORY: REFER TO VT-22 SIR, JUNE 2010**

- **JOINT SOP: AT ANY TIME IF THE AIRCRAFT IS NOT DECELERATING NORMALLY WITH 3000 FEET OF RUNWAY REMAINING, A GO-AROUND OR LONG FIELD ARRESTMENT DECISION MUST BE MADE**
  - **NOTE: WHILE THE FAM FTI CAUTIONS AGAINST ROLL BEYOND 4000 FT REMAINING MARKER (DURING ROLL AND GO), SNAs SHOULD UNDERSTAND THAT GO AROUND IS POSSIBLE WITH LESS RUNWAY**

- **IPs MUST ENSURE STUDENTS ARE AWARE OF T-45C SHORT-FIELD TAKEOFF PERFORMANCE. DISCUSS FOLLOWING:**
  - **LINE SPEEDS DURING LANDING ROLL**
  - **GO-AROUND ROTATION SPEED (V liftoff: 99 KIAS)**
  - **GO-AROUND AOA (19.5 UNITS)**
  - **L/Dmax (24 UNITS)**
  - **TAKEOFF ROLL (LESS THAN 2000’ AT 11,000 lbs)**

BLOCK MIF

FAM 3202

CTS REF	MANEUVER	FAM3204
1	General Knowledge/Procedures	4+
2	Emergency Procedures	3+
3	Headwork/Situational Awareness	3+
4	Basic Airwork	3+
5	Mission Planning/Briefing/Debriefing	4+
6	Communications	3+
7	Ground Operations	3+
8	Flight Admin	3+
2	Start Malfunctions	3+
2	Ground Emergencies	3+
2	Aborted Takeoff	3+
2	Takeoff EPs	3+
2	Engine EPs	3+
2	Electrical EPs	3+
2	Hydraulic EPs	3+
2	Swerve/Blown Tire on Landing	3+
2	Short-field Arrestment	3+
2	Lost Communications	3+
10	Takeoff	3+
11	Departure Procedure	3+
8	Course Rules	3+

CTS REF	MANEUVER	FAM3204
29	Stall Series	3+
29	Pattern Stall and Recovery	3+
26	Vertical Recovery	3+
26	Min Radius Turn	3+
27	Aerobatics	3+
27	Squirrel Cage	3+
28	Unusual Attitude Recovery	3+
13	Descent/Field Entry	3+
22	Straight-in Approach	1+
22	Downwind Entry	1+
17 18	IFR Recovery to VFR Pattern	1+
21	Precautionary Approach(es)	3+
22	VFR Landing Pattern	3+
23	Field Carrier Landing	2+
23	NF Touch-and-Go	3+
23	FF Roll-and-Go	3+
23	NF Roll-and-Go	3+
23	Crosswind Landings	2+
24	Waveoff	3+
23	Full-Stop Landing	3+

STANDARD DEBRIEFING FORMAT

FAM 3202

- THE FLIGHT LEAD OR PILOT-IN-COMMAND IS RESPONSIBLE FOR ENSURING ALL FLIGHT OR CREWMEMBERS ARE THOUROUGHLY DEBRIEFED ON THE CONDUCT OF THE MISSION UTILIZING THE "S-P-B-E-MS-LL" FORMAT OUTLINED BELOW.

I. SAFETY
II. PLANNING
III. BRIEF
IV. EXECUTION
V. MISSION SUCCESS
VI. LESSONS LEARNED